



Date: December 8, 2015

To: Thomas J. Bonfield, City Manager
Through: W. Bowman Ferguson, Deputy City Manager
From: Marvin G. Williams, Director of Public Works

Subject: Agenda Item - Street and Infrastructure Acceptance

Executive Summary

Pursuant to City ordinance, streets and associated infrastructure shall be considered for acceptance for maintenance by the City of Durham when they are improved in accordance with requirements established by the City Council. The following streets and associated infrastructure have been improved to City of Durham standards:

Vesson Avenue Road Extension

- 1) Vesson Avenue – from the centerline of McGhee Street south through the cul-de-sac (312’).

Lowe’s and Ivy Community Center Phase 2 – Sanitary Sewer Outfall

- 1) Lowe’s of South Durham Sanitary Sewer Outfall - from existing sewer in Stratford Lakes Drive south, then east, then south to end of construction at STA 10+73 (1,073’).

Dollar Tree – Sanitary Sewer Outfall

- 1) Sanitary Sewer Outfall – from STA 9+91 of the Lowe’s of South Durham sanitary sewer outfall northeast to the end of construction at STA 3+46.87 (347’).

Recommendation

The Public Works Department recommends that the City Council accept the above named streets, as well as the water, sewer, and storm drainage lines located within the street rights of way, and the additional sanitary sewer outfalls for maintenance by the City of Durham.

Background

Vesson Avenue Road Extension, Lowe’s and Ivy Community Center Phase 2, and Dollar Tree are located within areas that have been developed and are inside the City Limits. The street rights of way and utility easements have been dedicated as public with the understanding that once the streets and infrastructure were built to City of Durham standards, they would be accepted for maintenance by the City.

Issues and Analysis

Past practice has dictated that the City of Durham accept streets and infrastructure that are part of new developments with dedicated public rights of way as defined by the extension agreements.

Alternatives

The alternative to accepting these streets and infrastructure from the developers would be to decline their requests and ask that they continue to maintain these streets and infrastructure under private maintenance programs.

Financial Impacts

Accepting these streets and infrastructure would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing, resulting in additional State Powell Bill funds for the City.

SBDE Summary

N/A

MGW/lca

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